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AMENDMENT

IN THE SPECIFICATION:

Please amend paragraph 17 as follows:

As shown in Figure 2, the stabilizer bar 20 of the present invention is equally split to form a left stabilizer bar portion 20a and a right stabilizer bar portion 20b, a division 21 located between the portions 20a and 20b. A clutch device 30 receives the inner portions 32 and 34, respectively, of stabilizer bar portions 20a and 20b.

Please amend paragraph 18 as follows:

The clutch device 30 includes a clutch body 36 which is attached to the a vehicle frame 38, shown schematically. The clutch body 36 is split into a left compartment 40 and right compartment 42 which receive the inner portions 32 and 34, respectively, of the stabilizer bar 20. Each compartment 40 and 42 is formed and enclosed by an inner wall 44 and an outer wall 46, each wall 44 and 46 including an outer periphery 48 and an inner periphery 50. The outer peripheries 48 are substantially sized and shaped to fit the clutch body 36, and the inner peripheries 50 are substantially sized, shaped and aligned to receive the inner portions 32 and 34 of the stabilizer bar 20a and 20b, respectively.

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Please amend paragraph 20 as follows:

A plurality of clutch dampers 56 and a plurality of stabilizer bar dampers 58 are alternatingly connected to the clutch body 36 and the stabilizer bar portions 20a and 20b, respectively. Although six clutch ~~friction plate~~ dampers 56 and four stabilizer bar ~~friction plate~~ dampers 58 are illustrated, any number of dampers 56 and 58 can be utilized. It is preferred that the dampers 56 and 58 are substantially perpendicular to the stabilizer bar 20. The outer periphery 60 of each of the clutch dampers 56 is secured to the clutch body 36, and the inner periphery 62 of each of the stabilizer bar dampers 58 is secured to the stabilizer bar portions 20a and 20b. The dampers 56 and 58 are slightly flexibly secured such that slight movement is possible. ~~The~~ An inner periphery 64 of the clutch dampers 56 and ~~the~~ an outer periphery 66 of the stabilizer bar dampers 58 are unsecured.

Please amend paragraph 21 as follows:

Friction material 68 is positioned substantially between each of the walls 44 and 46 and the dampers 56 and 58. It is preferred that the friction material 68 be coated on the walls 44 and 46 and the dampers 56 and 58. During normal vehicle operation when the stabilizer bar 20 is in a relatively unstiffened state, a slight gap 82 exists between the friction material 68. As the gap 82 is substantially narrow, the frictional material 68 almost engages the other friction material 68 when the stabilizer bar 20 is in the unstiffened state. However, for illustrative purposes, the gaps 82 in Figure 2 between the friction material 68 are shown enlarged and not to scale.

Please amend paragraph 22 as follows:

A fluid 70 in each compartment 40 and 42 substantially surrounds the friction material 68 to dissipate heat and increase the freedom of movement between the friction material 68. The fluid 70 is retained in the compartments 40 and 42 by the walls 44 and 46 and is sealed by the flexible components 52.

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Please amend paragraph 24 as follows:

During normal vehicle operation when the stabilizer bar 20 is in a relatively unstiffened state, ~~a small~~the slight gap 82 exists between the friction materials 68. When the sensor 72 detects a need for an increase in stiffness, a signal 74 is sent to the power source controller 76. The controller 76 applies the load 78 to the walls 44 and 46 which are slightly pressed inwardly towards the dampers 56 and 58. As the dampers ~~54 and~~ 56 and 58 are flexibly connected to the clutch body 36 and the stabilizer bar 20, the friction materials 68 are brought into contact, stiffening the stabilizer bar 20. When the sensor 72 detects a need for a decrease in the stiffness of the stabilizer bar 20, a signal 74 is generated to slightly move the walls 44 and 46 outwardly away from the dampers 56 and 58. The friction materials 68 disengage, reducing stiffness in the stabilizer bar 20.

Please amend paragraph 26 as follows:

Alternatively, as illustrated in Figure 3, an electro-rheological or magnetic-rheological fluid 92 is contained in the middle section 84 and the outer sections 86. An electric or magnetic field, respectively, is generated by a field source 90. When stiffening is desired in the stabilizer bar 20, the controller 76 activates the field source 90 which generates a field that increases the viscosity of the fluid 92. As the fluid 92 thickens, load 78 presses on the walls 44 and 48, pressing the friction material 68 into contact. Additionally, the fluid 70 between the friction material 68 can also either be electro-rheological or magnetic-rheological, which changes viscosity in response to an electric or magnetic field, respectively. The applied electric or magnetic field thickens the fluid, further increasing the stiffness of the stabilizer bar 20. The structure to create and apply the field source 90 may be as known, and a worker in the art would be able to develop an appropriate system.

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